

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG"..... F. v. Banzar.....	WEDNESDAY, 15th December, Noon.
SHANGHAI, TSINGTAI, NAG SAKI, KOBE and YOKOHAMA.	"BULOW"..... Capt. F. Prosch.....	WEDNESDAY, 15th December.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"..... Capt. D. Lenz.....	FRIDAY, 31st Dec., Daylight.
KUDAT and SANDAKAN	"BORNEO"..... Capt. F. Sembill.....	Middle of December.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th December, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO
SHANGHAI, KOBE, YOKOHAMA	OCEANIC	Sellier	20th Dec., P.M.
MARSEILLES, VIA PORTS	TOKIN	Charbonnel	21st Dec., 11 P.M.
SHANGHAI, KOBE, YOKOHAMA	NERA	Martin	3rd Jan., P.M.
MARSEILLES, VIA PORTS	POLYNESIE	Broc	4th Jan., 11 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10, 10 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDING.

Hongkong, 11th December, 1909.

MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"

Capt. Marabal (1900 tons 14 knots) Capt. Bienaime

DEPARTURE:

From HONGKONG the Co.'s Wharf near Wing Lok Street Every Night at 10 excepting Saturdays.
From CANTON (French Concession, Shamoen) Every Evening at 5.15 excepting Sundays.

FARES:—1ST CLASS \$5.00, 2ND CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY" Capt. Vivier

CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

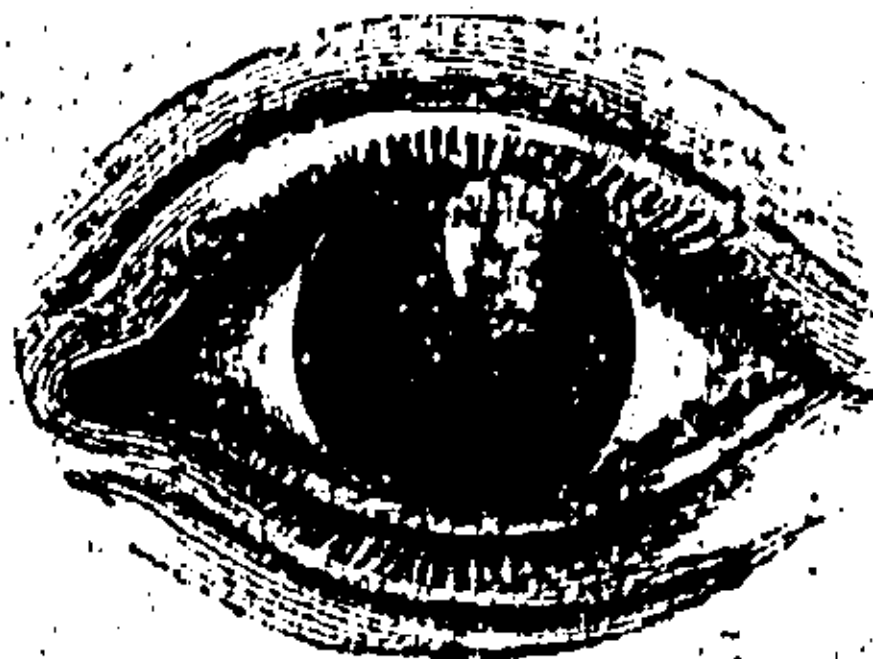
P. A. LAFIQUE & Co., Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bearers (\$1.80) can always be engaged at Canton by starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shamoen at about 3 p.m.

Hongkong, 19th November, 1909.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

CALCUTTA,

SHANGHAI,

John Street, Bedford Row, W.C.

19 Beetham Street

65, North Road

Hongkong, 26th March 1908

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Docking Length 515 ft.
Width of Entrance ... 80 ft.
Water on Blocks 28 ft.

No. 2 DOCK.

Docking Length 375 ft.
Width of Entrance ... 50 ft.
Water on Blocks 26 ft.

No. 3 DOCK.

Docking Length 481 ft.
Width of Entrance ... 63 ft.
Water on Blocks 22 ft.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 666, or 661.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 6th Eds.

Liebert, Scotts,

A. J. and Walling.

Yokohama, April 28th, 1903.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P & O. SPECIAL LIQUOR SOOTH
WHISKY, &c.EVERY KIND OF
SHIP'S STORES AND REQUISITES
AT HAND IN STOCKREASONABLE PRICES
London, 26th March 1908.

REGRET

You will NEVER if you
VISIT

MOHIDEEN & THAHA,

in
D'AGUILAR STREET,
the
NEW JEWELLERS
AND DEALERS
in
CEYLON PRECIOUS
STONESof every description, and
other GEMS.

Hongkong, 31st August, 1909

LEE YEE
HAIR DRESSING SALOON.HAS ALWAYS ON HAND
CIGARS, CIGARETTES
ANDTOILET REQUISITES
FOR SALE.15, D'AGUILAR STREET,
HONGKONG.

Hongkong, 1st September

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET

JUST UNPAKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.Samples on application.
Cost Post Orders carefully
examined.

Hongkong, 6th September 1909

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

TYPEWRITERS, BICYCLES
(and) MOTORS.

DRAGON CYCLE DEPOT,

33 and 35, Des Voeux Road.

Hongkong, 1st September

BULLION.

Messrs. Samuel Montagu & Co.'s Circular, dated London, Nov. 18, contains the following:—

Gold.—The price of bar gold was unchanged at 77s 9d. p. oz. std. With the exception of a considerable amount reserved for India the arrivals—about £650,000—were sold to the Bank of England.

The effect desired by the Bank, when it raised the official rate to 5 per cent., has at length been produced, and during the week the influx reached the substantial total of £1,655,000.

This total, satisfactory as it is, does not represent the sole relief to the market; for, in addition, New York has been shipping considerable sums of gold direct to South America.

The small amount of bills offered by the India Council will doubtless lead to the shipment of sovereigns to India; in fact, it is more than likely that some will go this week.

Silver.—On the whole, notwithstanding a drop of 1d. on the 15th since partially recovered, the market has been steady in character.

China continues to sell at any improvement in price, but will not allow the opportunity to pass of re-purchasing at a fair profit. This condition of affairs is likely to continue until the Chinese New Year, about which time India will be in possession of the proceeds of an unusually bountiful harvest, a certain proportion of which will probably be invested in silver.

Last week's steadiness was assisted by Continental purchases.

In the brief space of six weeks, the amount of silver held by the Imperial Bank of Germany, has declined £1,152,150.

India reports a daily off take of 120 bars, and it is considered probable that the upcountry demand is on the increase.

The large shipment of about £482,000 last week, exercises little direct influence, being practically a transfer from the London Stock to that of Bombay, where the silver will be in closer touch with the Eastern markets.

Lately China has been buying in Bombay, and such purchases have a natural tendency to approximate the price in India, to the parity of London's quotation.

A shipment of £35,000 has been made from San Francisco to the Far East.

Intimations.

"SOLIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sultan, &c.

In Drums and Barrels of various colours.

Prospectus and all further information from

SIEMSEN & CO.,

(Machinery Dept.) Hongkong,

Sole Agents.

Hongkong, 7th December, 1909.

JUST LANDED:

The well-known and famous brandy
"Bisquit Dubouche
& Co."

Per Bot.

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask

ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag

ex Factory.

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 16th August, 1908.

AN APPEAL.

THE SUPERIORESS of the ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Coast Ports, for their kind

patronage and support, and desires to state

that she will be pleased to receive orders for

all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's

Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superiores will also be most grateful

for any PAPERS, or old ENVELOPES to be made

into Books for the Children of the Free Schools,

who are taught by the Sisters.

F. G. FROE, 1909

WATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS

OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock, Aberdeen, San Ki Wan, Sai Kung, Sha Tau Kok, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light-houses.

F. G. FROE, 1909

17th 1909

Intimation.

Notice of Firm.

NOTICE.

MR. P. THOMAS having been appointed AGENT for the MESSAGERIES MARITIMES and the CHARGEURS REUNIS at Hongkong, takes charge of the above Companies' Agency from this date.
Hongkong, 11th December, 1909. [827]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 15th December, 1909, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vœux Road,
corner of Ice House Street,
**SUNDRY VALUABLE
HOUSEHOLD FURNITURE,**
Comprising—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTELS with BEVELLED GLASS, BOOKCASES, TEAKWOOD SIDE-BOARDS and DINNERS WAGGONS with BEVELLED GLASS, MARBLE-TOP DRESSING TABLE and WASHSTAND with BEVELLED GLASS, HATSTAND, Double and Single BRASS-MOUNTED BEDSTADS with WIRE and RATTAN MATTRESSES, CARPETS, GLASS, CROCKERY and E.P. WARE, CANTON CARVED BLACKWOOD WARE, BRASS and IRON FENDERS, COOKING STOVE and UTENSILS;

ALSO
One COTTAGE PIANO.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 14th December, 1909. [831]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 17th December, 1909, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vœux Road,
corner of Ice House Street,
**SUNDRY VALUABLE HOUSEHOLD
FURNITURE.**
(Particulars from Catalogue).

TERMS:—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 13th December, 1909. [837]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 18th December, 1909, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vœux Road,
corner of Ice House Street,
A Varied Assortment of XMAS TOYS;
ALSO
**A Few Lots of LACE CURTAINS and
JEWELRY.**
(Particulars from Catalogue).

On view on Friday p.m.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 13th December, 1909. [838]

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of December, 1909, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at corner of Shin Hing Street and Hollywood Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements (Approximate).	Colony Square Feet.	Annual Rent.	Upset Price.
1st Lot.	At corner of Shin Hing Street and Hollywood Road.	18' 0" x 18' 0" x 38' 0" x 38' 0"	272 (about)	11	433 1/2

Hongkong, 11th December, 1909. [832]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 6th December, 1909. [829]

To Let.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.).

Apply to—

THE COMPTON DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 11th September, 1909. [828]

TO LET.

IN No. 6, DES VœUX ROAD CENTRAL, One Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 18th November, 1909. [828]

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 22nd October, 1909. [730]

TO LET.

NOS. 20 and 21, PRAYA, KENNEDY TOWN, two extensive two-storied semi-detached godowns, ground surface of cement concrete.

No. 1A, Praya, Kennedy Town, one extensive two-storied godown.

All are in first class condition, suitable for storing Rice, Flour, &c.

Rents moderate.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 8th November, 1909. [762]

TO LET FURNISHED.

"TANTALLON" 126A, Barker Road. Rent \$25.00 per month. Seen by appointment only.

Apply to—

GODDARD & DOUGLAS.

Hongkong, 8th December, 1909. [824]

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co. Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909. [403]

TO LET.

NO. 3, MORRISON HILL. Immediate entry.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 9th December, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 1, CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-WEI-CHONG ROAD.

A HOUSE in RIMON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 108, DES VœUX ROAD next to the Hongkong Hotel.

FLATS in WYNDHAM TERRACE.

No. 10, DES VœUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 30th November, 1909. [825]

TO LET.

GODOWN No. 5A, DUDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909. [820]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

At the

CABINET-MAKERS and ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VœUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,

25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1909. [824]

CONSECRATION OF THE BISHOP HOARE MEMORIAL CHAPEL.

Ningpo, December 6th.

In brilliant sunshine, and with the help and sympathy of many friends this Chapel was consecrated on Saturday last, December 4. It will be remembered that it was proposed to build a Chapel for the use of the students of the C.M.S. Training College in Ningpo, in memory of Bishop Hoare, its founder and first principal. The hope has now been realized through the kind help of many friends in England and in China, and the English Bishop in Chékiang, the Right Rev. Bishop Molony, performed the opening ceremony. The foundation stone was laid by the Bishop in torrents of rain on June 14 last, and the work is not yet fully completed, owing to many difficulties which have arisen, chiefly in consequence of the lamented death of the architect, Mr. B. H. Tarrant. However, the building was sufficiently advanced to allow of the opportunity being taken of the Diocesan Synod meeting in Ningpo to dedicate the Chapel. At 2.30 p.m. the College staff met Bishop Molony, supported by the Venerable the Archdeacon A. E. Moulle and more than thirty clergy of his diocese, English and Chinese, at the door of the Chapel and requested him to dedicate the building to the service of God. Archdeacon Moulle then opened the door and the procession entered the Chapel, which was soon filled to its utmost capacity with visitors and students. The consecration service, which was wholly in Chinese, consisted of the reading of Psalm XXIV and prayer by the Bishop. After prayer the hymn "Christ is in our corner stone" was sung; and then the Bishop, conducted by the principal, and accompanied by the Archdeacon, proceeded to the Lectern, Reading Desk and Holy Table in order, offering appropriate prayer in each place. The congregation then knelt, and the Bishop offered a prayer, in which the whole building was consecrated for uses of Divine Service. Archdeacon Moulle and the Rev. Y. K. Wong next delivered addresses, the Archdeacon in English and Chinese and Mr. Wong in Chinese, chiefly in memory of the late Bishop and impressing the example of his life; the words of Scripture "They glorified God in me" and "For My sake and the Gospel's" were taken as the texts of the two addresses. The congregation then joined in the hymn, "Who are these in bright array" and all kneeling, the Bishop commemorated the honoured and beloved founder in the familiar and comprehensive words of the Communion Service. The Bishop then gave the blessing and the clergy and congregation left the Chapel, confident that the prayer which had been offered will receive an answer, and that from those who worship daily in this House of God there will never be wanting a succession of men who receive the divine call to glorify God as St. Paul did, and as Bishop Hoare did, by service of Christ in the Gospel.

Tea and refreshments were partaken of after the ceremony, and a photograph was taken.

The style of the building is a free treatment of late Gothic, and the fabric is of dressed Ningpo stone with brick and rough cast. The roof is of Chinese design surmounted by a small bell niche. There is a small chancel and a nave capable of seating 150 students with stalls for twelve masters. The building is lighted by electricity. There is to be a brass in the vestry in memory of Mr. B. H. Tarrant, and there are brasses in Chinese and English in memory of Bishop Hoare. The English inscription on the latter reads as follows:—This Chapel is erected to the glory of God and in grateful memory of

JOSEPH CHARLES HOARE, D. D.
Son of the Canon Edward Hoare, of Tunbridge Wells, England. Educated at Tonbridge School and Trinity College, Cambridge. Called to missionary service, by the words on a memorial tablet to Henry Martyn, in Trinity Church, Cambridge. He joined the Ningpo Mission of the Church Missionary Society in 1876 and became the founder and first principal of this College. Appointed Bishop of Victoria, Hongkong, in 1898. He with four Chinese student evangelists gave up his life in the waters of Hongkong harbour on the 18th of September 1906.

"A faithful man, able to teach others" 2 Tim 2.2.

"Ye are in our hearts to die together" 2 Cor. 7.3.

As the work is not fully completed and accounts have not all been settled, it is not possible to say that the Chapel is opened free of debt, but it is believed that very nearly the necessary amount has been received. There remain, however, several articles of furniture to be provided—such as a bell, communion vessels, an American organ, simple panelling for the wall of the East end, and vestry furniture, besides the necessary expenses connected with the surroundings, the making of paths and tarring etc., so that the fund remains open for a time.—N. C. D. News.

THE BRITISH AND CHINESE CORPORATION.

The report states that the profits for the year ending June 30, 1909, amount to \$14,345, which, added to \$9,873 brought forward makes \$24,218. The directors recommend a dividend of 10s. per share (10 per cent.) to be paid on 27th ult., free of income tax, leaving £17,719 to be carried forward. The directors regret to be unable to report the conclusion of any new business. The corporation is, however, interested in proposals which have been on foot for a considerable period for financing the construction of two important projected Chinese railways. After protracted negotiations, and when it was believed that all difficulties had been accommodated, a demand for participation in the business arose in an unexpected quarter. Negotiations connected with this claim have suspended the completion of the business and necessitated a re-arrangement of interests, concerning which it is hoped an understanding may be reached before long.

Intimations.

WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same diseases—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

WAMPOL'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is commended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and tonic effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,

Agents.

Hongkong, 13th December, 1909. [834]

For Sale.

FOR SALE.

AMERICAN BILLIARD TABLE (Nearly New).

Balls, Cues, Rest, all complete.

Apply to—

GEO. MCBAIN,

No. 23, New Praya.

Hongkong, 24th November, 1909. [793]

FOR SALE

AT

GRACA & CO'S

STORE,

27, DES VœUX ROAD CENTRAL.

Consignees.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "AYMERIC,"
FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 7th December, 1909. [120]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEO,"

FROM LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are hereby landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND
REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1913.

BIRTH.

On December 7, 1909, at Shanghai, the wife of J. T. Ford, of 4, J. J. Street.

MARRIAGE.

On December 7, 1909, at Shanghai, Kenneth, son of Stephen Watson, of R. R. Street, to Kate Alice, daughter of the late William Saker and Mrs. Saker of Southsea, Hants.

The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 14, 1909

CANTON SELF-GOVERNMENT
SOCIETY.

By all appearances the last meeting of the Self-Government Society in Canton was of a very peaceable character and the members behaved themselves with that decorum and gravity which is expected of a body organized without any authority whatever, to discuss matters of national or civic import. If the officials of the Self-Government Society would abide by that attitude it is possible that in the future they might come to be recognized as a valuable source of unofficial opinion which could be drawn upon by the Provincial Government in times of difficulty not necessarily involving international questions. As a matter of fact we hold that it is pure impertinence on the part of a self-constituted society of progressives, we will call them, to seek to interfere in the foreign affairs of the Imperial Government. Such conduct is only calculated to lead to irritation on the part of all concerned, and to handicap the diplomatic doings of the Chinese Government. If the society were to confine its exertions solely to the material improvement of the Provinces of Kwangtung and Kwangsi it would have quite enough to do, without embroiling and handicapping the Provincial Government in outside squabbles. What, for instance, does the average Cantonese member, no matter how travelled and experienced in diplomatic ways, know about conditions in Manchuria at the present time? To those who have been studying the subject it would seem as if no two opinions which can be reconciled are yet forthcoming. And yet the Self-Government Society of Canton in its egotism and unblushing assurance would adopt the role of Imperial Censor and denounce the action of an official, although they can have no reasons, for that action before them by which they would form an

accurate and reasonable judgment. Now, such pretensions on the part of a number of private individuals are not only foolish but they are imbecile, to say nothing of their being subversive of good order and good government. As for the letters which have been received denouncing the President of the Ministry of Foreign Affairs—well, there are always grumblers and detractors, for it is a trait of human nature that it is always more ready to depreciate than to praise. And what was the result of this academic discussion at the meeting of the Self-Government Society held the other day at Canton? It was resolved to "telegraph" to the Chinese residing in foreign countries asking them to submit joint telegraphic petitions to the Imperial Government to urge the dismissal of H. K. Liang Tun Yen from his post. All we can say about that idea is that the shareholders of the telegraph companies are not likely to object to such a practical scheme which will put money in their pockets. But it is a sorry waste of hard cash, and an absurd proceeding from start to finish. Once upon a time, there existed in Hongkong, and perhaps it still exists, a society known as the Parliamentary Debating Club, if we remember aright, at whose meetings members boldly set out to solve the financial, commercial and social questions of the Colony in a single night. It did not affect the matter that such financial problems as those of subsidiary coinage, excessive mintage of silver, and methods of raising fresh revenue were taxing the deepest thought of the Colony's most talented advisers, who had to confess that they could not in many cases arrive at a solution which would not adversely affect the general interests of the community. Our amateur politicians brushed aside difficulties as a housewife sweeps away cobwebs and settled everything to their own entire satisfaction in a couple of hours. Of course, it must have been all very amusing to the visitors and pleasant for the speakers to hear their resonant voices thundering out splendid periods about matters in regard to which they had formed definite and irrefragable opinions, but best of all, it harmed nobody. It humoured the young generation and the Government could afford to smile at the earnestness of the orators. But in the case of the Self-Government Society of Canton, although it cannot claim a higher status than that occupied by the debating society here, real mischief may be caused on account of its active meddlingness in matters which they cannot possibly comprehend. That they could do much good in a small way by leading public opinion in the direction of keeping the Government in touch with the people we do not doubt for an instant, but, as it is, their capacity for evil is infinitely greater as the tendency appears to be more pronounced in the latter direction. So far as we can make out the only legitimate subject touched upon by the Society at its recent meeting was that dealing with the salt monopoly of Kwangtung. If the members stuck to such subjects they would prove of invaluable assistance to the state but when they dive into abstruse questions of diplomatic concern they are likely to become a danger to the peace of the province as well as a public nuisance. There is in every enlightened community a place for a body of citizens qualified to express an intelligent opinion on current affairs, and the sooner the Self-Government Society recognizes that fact and limits its operations accordingly the better will it be for the members themselves and for Canton.

LOCAL AND GENERAL.

MR. A. M. E. VABBY, general merchant and commission agent, sends us a neat little pocket calendar for 1910.

BARON MUMM VON SCHWARTZENSTEIN, German Ambassador to Tokio, who has been on furlough in Europe, has returned in Japan.

MR. J. O. P. Bland arrived in Shanghai on Tuesday from Peking and, with Mr. Bland, will remain there for several weeks (with a possible interval for an up-country trip) until their departure for England.

THE N. C. D. NEWS is informed that Mr. M. I. Collico, who is thirty-three years of age, was the oldest competitor in the recent walking competition at Shanghai, and will, therefore, take the prize given to the oldest competitor finishing within the time limit.

THE Korean Press raises various objections to the suggested amalgamation of Japan and Korea; and the matter arouses the derision of the Japanese papers at Seoul. The Korean Cabinet has decided to shelve the memorial dealing with the proposed amalgamation.

H.E. the Governor, accompanied by Capt. P. M. Taylor, A.D.C. and Sir Henry May, Colonial Secretary, this afternoon inspected members of the local Police Force in the Police compound. The men were under the command of Capt. Bideley and there were also present Capt. F. W. Lyons and Mr. P. P. J. Wodehouse, Deputy Superintendents. The various units comprising the Force were put through various forms of drill, including firing exercises and the handling of arms, and at the conclusion of the inspection the Governor praised the smart appearance of the men. His Excellency then inspected the Police buildings and shortly afterwards left the headquarters. We understand that this is the first annual inspection of the Force by H.E. the Governor.

N.D.L. "Prinz Ludwig."

FIRE ABOARD THE GERMAN MAIL.

CARGO OF SILK SMOULDERING.

At an early hour this morning the German mail steamer *Prinz Ludwig* arrived in port with fire on board. The N.D.L. steamer was on the homeward voyage and her last point of departure was Shanghai. The voyage down from the northern port was wholly uneventful. The *Prinz Ludwig* was signalled from Waiwan at 6.30 a.m. and all was apparently well when the lighthouse was passed, but as soon as she swung round Blackhead's Point smoke was discovered issuing through the ventilator. It was then that the first indication was seen of fire being smouldering in the ship's hold. While the vessel was steaming against the wind, it is surmised that the breeze kept down the smoke, but no sooner did she round the Point than there was unmistakable evidence that some portion of the cargo had by some means or other become ignited. The discovery was made about 7.30 a.m. and without any loss of time the first signal, "NM"—"I am on fire"—was run up and with it the *Prinz Ludwig* steamed up to the German mail buoy.

THE FIRE LOCATED.

The energetic officers and crew of the mail boat at once proceeded to locate the seat of the fire which they traced to the No. 3 hold in which is stowed cargo to the extent of some fourteen hundred tons, three hundred tons of that quantity being raw silk; the rest of the cargo is made up of some sort of seed in bags, old iron and miscellaneous merchandise. This batch extends right underneath the saloon, hence the difficulty experienced by the fire brigade and the naval contingent who are assisting in extinguishing the fire.

FIREFLOAT TO THE RESCUE.

As soon as the water police became apprised of the outbreak on board the German mail, the Central Station was at once communicated with. The information was passed on to the Fire Brigade Station. Without loss of time the men turned out under Deputy Superintendent P. P. J. Wodehouse and hastened to board the *Prinz Ludwig* on board the Colonial Government fireboat, which drew alongside the mailer about 8 a.m. Almost simultaneously the Admiralty's *Cherub* steamed to the assistance of the *Prinz Ludwig*. She too, had her contingent of firefighters from the Naval Yard.

LLOYD'S SURVEYOR SUMMONED.

As might have been expected Capt. Douglas, surveyor for the German concern for what is the equivalent of Lloyd's in England, was summoned by the local agents of the N. D. L. He, on behalf of the German registry, proceeded on board and conducted investigations also on behalf of the underwriters. Mr. John Lambert, Lloyd's surveyor in Hongkong, was also one of the first arrivals on board the *Prinz Ludwig*, and it is reasonable to conclude that Mr. Lambert will also have to draw up a report for submission to the ship's agents.

FIREFLOATS AT WORK.

The Colonial Government fireboat took up a position at the forward end of the bridge on the starboard side. With businesslike promptitude the brigade and the naval contingent started their powerful pumps going. The hatchway was opened and about twenty streams were soon at play pouring down great volumes of water into the smouldering hold. At the time of our representative's visit to the ship, there were probably no less than twenty hoses at play—about a dozen three-inch and 7 or 8 1/2-inch. Owing to the nature of the cargo the fire is a smouldering one giving out absolutely no flames but a steady volume of smoke. Since the exact position where the fire originated among the hundreds of bales of silk could not be discovered, the firemen decided to flood the hold and in this task they experienced difficulty also. When a few hundred tons of water had been pumped into the hold, it was seen that the ship began to take a dangerous list to starboard, and the original plan of absolutely flooding the hold had to be temporarily stopped. Then the pumps had to be set into operation to discharge the water and so the ship righted again.

FIREMEN'S DIFFICULTIES.

The firemen's difficulties were further augmented by dense volumes of smoke which were ejected at times, positively blinding for a moment or two the men whose task at subduing the fire appeared to be a Herculean one. The members of the local Police Force as well as the Naval contingent were handicapped without the provision of fire-helmets, a want which to-day's experience will probably demonstrate to Government the necessity of making good without delay. Those who have watched operations on board are unanimous in their opinion that the local brigade to a man were rendering very efficient service and were doing everything that it was possible for them to do. As illustrating the admirable equipment on board the German mail steamers, it may be mentioned that fire-helmets were served out to members of the ship's crew. With these attached to air-pipes they descended into the lower hold carrying with them two streams of six-inch hose which they played on the burning cargo of valuable silk. Apparently the fire had eaten its way into the farthest bale beyond reach of the pouring volume of water, for in spite of the firemen's unrelenting efforts there appeared to be no sensible diminution in the density of the smoke by the time hour.

A PRELIMINARY REPORT.

From a preliminary report it was gathered that no serious damage is anticipated as a result of the fire up to the time of the forenoon observation, but these anticipations may have to be modified in the light of later information derived on board this afternoon.

IN YAMUNATI BAY.

As stated above the *Prinz Ludwig* took up anchorage in the Company's buoy and remained anchored to it throughout the forenoon. About two o'clock, however, it was decided to take the steamer round to Yamunati Bay whither

she proceeded under her own steam. She ran safely on a bank in the bay—a commendable precaution dictated by a desire to provide for any eventuality.

"NOT UNDER CONTROL."

Up to 3.30 p.m. the *Prinz Ludwig* still flew the flag N. M. indicating that she was on fire. But that signal was lowered at 3.30 p.m. when two black balls were hoisted. The latter signal denoted that the vessel was not under control.

REPORTED LEAKING.

As we go to press a report reaches us that the steamer is making very little water, probably due to a slight leak. We trust that the report may prove incorrect and the damage even though considerable as far as the hull is concerned may prove to be of no moment at all.

THE DAMAGE.

Owing to the valuable nature of the smouldering cargo—raw silk from Japan and Shanghai—it is just possible that the underwriters may have to meet a largish bill from damage by fire and water. Already reports are current as to the approximate amount of damage, but as they are purely guess work we do not care to hazard their mention until complete surveys fix the exact extent of the damage.

THE PASSENGERS

on board appeared to be quite at ease watching operations in extinguishing the fire. Many were seen leaning over the rails while the firemen were combating the tenacious outbreak. The steamer will probably be dry-docked for survey for classification.

THE LOSS OF THE "DAINI KISAKATA-MARU."

NUMBER OF THE LOST.

An official telegram from the Dai-ri Civil Administrative Office to the Yamaguchi prefectural Government gives the number of the crew of the *Daini Kisakata-maru* as 32 and that of the passengers as 24.

The bodies of people who went down with the steamer still continue to be washed up on the shore at Toyonishi and Shimamura, outside Shimonoeki Straits. Three of the bodies drifting to the shore at Kusunobama, says a Shimonoeki dispatch to the *Asahi*, attracted special attention on account of their well-dressed appearance. One of them was corpulent and proved to be the remains of Captain Mochi, the master of the steamer. He was identified by articles found on the body, which consisted of a crystal seal, a gold watch with a photograph, and some money. Another proved to be the body of Mr. Kajimura Yoshimichi, of the Hakui Yoko, a firm in Fushimichi, Osaka. On the body ¥1,230 in cash was found. The other remains were unidentified. Up to the morning of the 12th instant 37 bodies were washed on shore. Among them was that of a young girl of 14 years, an adopted daughter of Washio Jisaburo, an iron worker of Dai-ri. Seven bodies have been identified as those of passengers and eight of the crew. From accessory circumstances, continues the dispatch, some time seems to have elapsed before the steamer went down after stranding. The young girl whose body was washed up carried a saving bank pass-book, a watch, and other valuable articles, as well as documents tied to her body, all being wrapped in a handkerchief. A passenger, Oyano Sukichi by name, whose body also came ashore, had on his person a name-card which showed that he was a passenger, not a member of the crew. —*Japan Chronicle*.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held on Thursday at 2.30 p.m. The following are the orders of the day:

Financial Minutes. (Nos 57 and 58).
Report of the Finance Committee. (No. 20).
Resolution under Section 2 of the Liquors Ordinance Amendment Ordinance No. 30 of 1909.

Third reading of the Bill entitled An Ordinance to amend the Stamp Ordinance, 1907.

Third reading of the Bill entitled An Ordinance to amend the Squatters Ordinance, 1890.

Third reading of the Bill entitled An Ordinance to amend the Liquor Licences Ordinance, 1898, and the Liquor Licences Extension Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1902.

Second reading of the Bill entitled An Ordinance to amend the Code of Civil Procedure.

Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1902.

C. CLEMENTI,

Clerk of Council.

* Will not be proceeded with at this meeting.
N.B.—A meeting of the Finance Committee will be held immediately after the Council.

ON the 10th instant, the first commercial vessel flying the Chinese flag arrived in Manila since the American regime of the islands, and created quite a stir along the waterfront. The *Taiwan*, in command of Captain Julissen, with the dragon flag flying, passed Corregidor early and anchored in the inner harbour before nine o'clock in the forenoon. This steamer brought to Manila a full cargo of rice consigned to Ong Coping, the full amount being 30,000 piculs, which was brought at a charter price of 23 cents per picul, from Saigon. Five days were occupied in the trip over from the French port.

A WASHINGTON despatch of December 10 says: A cablegram from Santo Domingo reports the foundering of the bark *Johanna*, bound from Iloilo to Delaware Breakwater with a cargo of sugar. The captain alone was saved. The *Johanna* was a four-masted bark of 1,662 net tons, of the Standard Oil Company's fleet, built in 1891, which sailed from Iloilo on April 26 with a full cargo of sugar for the Atlantic coast. The vessel was in command of Captain Nickerson, and her cargo of 2,600 tons of sugar was supplied by W. F. Stevenson and Company, Ltd.

THE BASEL MISSION SOCIETY.

PLAINTIFFS AWARDED \$2,000.

Before the Acting Chief Justice in the Supreme Court this morning, the case was resumed in which the President in Hongkong of the Basel Evangelical Missionary Society yesterday commenced an action in which they sought to recover from the Hongkong "Sheung Po" Company, Limited, and Hong Wa, editor, printer and publisher of the *Sheung Po*, the sum of \$2,000 as damages for an alleged libel contained in a certain article appearing in the *Sheung Po* in December last.

Mr. M. W. Slade, instructed by Mr. F. B. Deacon (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiffs and Sir Henry Berkeley, K.C., instructed by Mr. O. to Kong Sing, was for the defendants.

The following were the jury:—Messrs. M. B. Northcote (foreman), A. Babington, W. A. Dowley, A. Bryer, A. J. David, H. P. White and A. G. Cordor.

Sir Henry submitted that the plaintiffs had disclosed no case. In asking his Lordship to leave the case to the jury, Counsel submitted that under the powers of Sections 174 and 175 of the Code of Civil Procedure, his Lordship should dismiss the case there and then. It was his Lordship's duty to withdraw the case and dismiss the action, because the plaintiff, the President in Hongkong of the Basel Missionary Society, Mr. Brummell, had not proved that any libel had been published of and concerning him.

Mr. Slade:—The plaintiff is *it*, not *him*. Sir Henry:—The plaintiff is a person. No libel has been proved against a corporation.

Proceeding with his argument, Sir Henry stated that the libel if proved was against two persons—Dr. Fortsch and Mr. Souter. The charge was one which amounted to murder. The least harmful charge amounted to malpractice in the performance of their duties. There were four points which he was going to elaborate shortly. The libel did not refer to the plaintiff; therefore, there was no personal right of action in *him* or *it*. There was no right of action in the corporation as a corporation in respect of its property. Sir Henry proceeded to cite authorities in support of his contention and referred to a case where it had been held that a corporation could not commit murder and said that case was identical to the present action, as the plaintiff was a corporation. Counsel stated that the term "it" had no personality; it was merely an abstraction. Dealing with another of his points, Counsel stated that even supposing that the plaintiff could bring an action in relation to its property, the hospital at Ho Yuen was not the property of the President in Hongkong.

His Lordship—It is the property of the Corporation.

Sir Henry—It is not the property of the Corporation. It is the property of the Mission in Basel. Mr. Souter stated in his evidence that advances were made by the people at home and that they accounted for operations performed upon patients.

His Lordship—Suppose the Mission was a branch of the Basel Mission, would it be entitled to sue in respect of its property?

Sir Henry—I was going to submit certainly not. The plaintiff is not entitled to sue. It is debarré from bringing the action because the plaintiff had accepted an apology as far as he was concerned from the defendants under an agreement that it was going to be published by the defendants, which had been duly performed. The evidence was that Mr. Brummell had a conversation with the editor, who explained how the article came to be published and published an apology.

Mr. Slade stated that that was not so. His Lordship said that that fact (the insertion of the apology) could only mitigate the defence but it would not debar the plaintiff from bringing the action. He would direct the jury on the question of damages.

Sir Henry said he would not press the point. Continuing, Counsel stated that the plaintiff had admitted in his evidence that the words complained of did not refer to him. On the face of it, he did not refer to a particular person and that particular person was Mr. Brummell. Assuming that the Corporation could sue, the words did not refer to the Corporation.

At this point, His Lordship referred to a certain statement which was on record that "all lawyers were thieves."

Sir Henry—It is a very crude illustration but it is very apt (Laughter). Counsel then proceeded to prove that if a person wrote that all lawyers were thieves, he could not be sued by a particular lawyer for libel unless it could be proved that the words referred to that particular lawyer. He submitted that the President in Hongkong of the Basel Mission was merely a corporate body for the purpose of holding property for the Basel Mission at Switzerland. The President in Hongkong was President only in Hongkong and not in China. The President in Hongkong could not bring an action for libel in Africa and therefore he was not entitled to bring an action for the purpose of protecting the Society's worldly interests. He submitted that the power and authority of the President in Hongkong were limited to Hongkong. Assuming that the plaintiff could bring an action, he was not entitled to bring the present action, because the charge was of a nature which could not be committed by a corporation. There was nothing in the Ordinance which authorised the Basel Mission at Ho Yuen to trade or do business of any kind. It was merely authorised to hold property. It was not authorised to hold land outside Hongkong.

Mr. Slade in replying dealt with the status of the plaintiff as a corporate body. He said that the paper was a Hongkong paper and although the injury was done in Hongkong, it covered a wider area. The action could not be brought by any other body except the plaintiff. His Lordship—Why not the doctors? Mr. Slade—Let me explain. Because the doctors who have devoted their lives work to the

the Mission, do not care to bring forward a claim for compensation for personal injury inflicted on them. The injury was inflicted on the Mission, whose servants they are.

His Lordship at this point announced that he did not propose to withdraw the case and assuming that the plaintiff's right of action was not held good, it would involve another trial, but in view of the system of juries obtaining in the Colony, it was not desirable to have a second trial and he proposed to leave the case to the jury with a reservation.

Counsel having copoured, Mr. Slade briefly addressed the jury and after Sir Henry had made his address on behalf of the defendants, the jury awarded the plaintiffs general damages in the sum of \$2,000. His Lordship reserved his decision on the point of law raised by the defence as to whether the plaintiffs possessed the right of action.

PLEASURE TRIPS TO MACAO.

NEW STEAMER PLACED ON THE RUN.

Through the enterprise of the See Yee Steamship Company, another steamer, the *On Lee*, has been added to the weekly service on Sundays to Macao. The *On Lee* is a new boat, having been launched about three weeks ago, and through the courtesy of the Company, representatives of the local Press were last Sunday given an opportunity of seeing what an excellent excursion trip can be made on board the *On Lee* for the extremely moderate fare of \$1.10 each way. The vessel is under the command of a genial skipper in the person of Capt. Cameron, whose delightful breeziness should enhance the advantages of travelling by the *On Lee*.

The *On Lee*, which was built at Kowloon Docks, is a vessel with a length of 185 feet, has a 36-foot beam and her draught is 8 feet 6 inches. She is capable of accommodating 1,065 passengers and, considering her size, has a goodly number of well-appointed bunks. The *On Lee* plies between Hongkong and Kowloon on week days, while on Sundays she runs to Macao and back, leaving the Ping On wharf at 9 a.m. and Macao at 5 p.m. and does the trip to Macao in the extremely good time of 3 1/2 hours. The *On Lee* is well worth the patronage of excursionists to the Portuguese settlement.

CANTON DAY BY DAY.

PONIES FOR THE ARMY.

[From Our Own Correspondent.]

Canton, 13th December. A large consignment of ponies, about a hundred in all, arrived here the other day by the China Merchants' Steam Navigation Co.'s steamer. These ponies were bought at Kalgan by the Canton Military Department for the newly trained provincial troops.

SWATOW-CANTON RAILWAY.

The local authorities propose to build a railway to connect Swatow and Canton. Engineer-in-chief Mr. Chin Tung and two others arrived here a few days ago and will soon start to survey the proposed road.

CONSULAR VISIT.

At 10 o'clock this morning H.E. Viceroy Yuan received the American Consul-General at Canton.

FORTHCOMING SPORTS.

The sports to be held under the auspices of the Self-Government Society, have been fixed to take place at the East Parade Ground for two days on the 15th and 16th days this moon (the 7th and 8th proximo). Programmes have been drawn up for distribution. The officials appear to greatly favour the sports.

PRISON.

Soon after assuming charge of office as acting Kwangchow Prefect, Yun Kah Chi made an inspection of both the Namhoi and Pan Yau prisons. He is satisfied to find these prisons in good order.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 14th at 12.05 p.m.—The barometer has fallen rapidly over N.E. Japan owing to a depression which is moving Eastwards over Hokkaido.

The barometer has risen considerably over S.W. Japan and the Loochoos, while it is inclined fall over China.

The high pressure area remains over the Yangtze valley, and pressure is relatively low over the S. part of the China Sea.

Strong N.E. winds may be expected in the Formosa Channel, and monsoon gales over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, strong; fine.

2.—Formosa Channel, N.E. winds, strong to a gale.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 2.

THE South Manchuria Railway Co.'s statement of accounts for the first half of the present fiscal year ended September 30 indicates the marvellous prosperity of the corporation and shows an increase of forty per cent in the gross receipts and of fifty per cent in the mining receipts on those for the corresponding term of the preceding year. The railway earnings during the said term reached ¥ 5,850,000.

It will be remembered that some months ago the then Viceroy in Kwangtung memorialized the Throne on the subject of abolishing hereditary slavery in high families with the result that prohibition was authorized. Orders to that effect were issued for the guidance of all the provincial governments, but those orders have been ignored in some cases. The Ministry of the Interior has, therefore, once more taken up the matter and given circular instructions to all the Viceroys and Governors, asking them to give the necessary directions to their subordinates in the matter.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE IN DUTCH COLONIES.

MINISTER'S SOLICITUDE.

[By courtesy of the "Sheung Po."]

Peking, 13th December.

The Chinese Minister to Holland has telegraphed to the Central Government asking that immediate steps should be taken for the protection of Chinese residents in the Dutch colonies, otherwise they will be compelled to become Dutch subjects.

FINANCIAL SUPERVISORS.

TREASURERS' OBSTRUCTION.

[By courtesy of the "Sheung Po."]

Peking, 13th December.

Most of the Financial Supervisors sent out by the Ministry of Finance have reported to the Ministry that the various Provincial treasurers have placed obstacles in their way.

The finance ministers are so incensed that it is proposed to memorialize the Throne to have the treasurers severely dealt with.

CUSTOMS TAOTAL.

PROPOSED ABOLITION.

[By courtesy of the "Sheung Po."]

Peking, 13th December.

It is proposed by the Central Government to abolish the posts of Customs Taotal.

FOREIGN LOANS.

TIENTSIN CHAMBER OF COMMERCE PROPOSAL.

[By courtesy of the "Sheung Po."]

Peking, 13th December.

The Chinese Chamber of Commerce at Tientsin has wired to the Chamber of Commerce in different Provinces asking for joint action in raising funds to pay off the foreign loans.

It is reported that the majority of the Chambers communicated with acquiescence in the scheme.

ELLIS KADOORIE PUBLIC SCHOOL FOR CHINESE.

ESTABLISHMENT IN SHANGHAI.

The final correspondence between Mr. Kadoorie and the Municipal Council, concerning the establishment of a Public School for Chinese in Sino district, was published in the *Municipal Gazette* of this week, says the *Shanghai Times*. It is interesting to note that the proposal has not only met with the approval of the Committee of the Public School for Chinese, but that it has also been endorsed by the Municipal Council. It is proposed to erect a building from the contribution of £15,000 made by Mr. Kadoorie, on land to be purchased from Municipal funds. The justification for the establishment of a second school is the present crowded condition of the Public School for Chinese on Elgin Road. This school can accommodate about 400 pupils, but has applications from many more than this number. Situated as such a distance from Sino, the present school can draw but few pupils from that district. There can be but little doubt that the proposed Kadoorie School will be filled from the day of opening, as there is already an existing school in Sino supported by Mr. Kadoorie, of which Mr. Dowie is the Head Master, which has more than 200 pupils enrolled. The extension of public education for Chinese in the Settlement must commend itself to an enlightened public opinion, as the Chinese population pays the larger proportion of taxes. It was explicitly stated, when the present Public School was projected, that it was but the beginning of a system of schools for Chinese in the Settlement, and it is satisfactory to notice that the Council is continuing to carry out the work begun several years ago. Mr. Kadoorie's generous offer will meet with the genuine appreciation of the ratepayers.

COMMERCIAL.

Following are further alterations in Messrs. S. S. Kadoorie & Co.'s share list to-day:—

Shanghai Docks.....£15, 7½ sales

Hongkong Wharves.....£128 sales

Chinese Engineering Co., £10, 30 sales

Somatra.....£117½ buyers

Everest.....£135 buyers

Langkats.....£80 buyers

Panama Sugar.....£24½ sales

H.K. ADMIRAL SHORRE.

LANDING THIS MORNING.

Shortly after 10.30 this morning a guard of honour composed of one company of the "Buff" was drawn up at Blake Pier to receive the American Admiral on landing. A little before 11 a.m. the U.S. flag ship's pinnace left the West Virginia and made for Blake Pier. On landing, a salute was fired at the Kowloon Signal Station. The Admiral was received at the pier by Capt. P. H. M. Taylor, A.D.C. to the Governor, and the American Consul. After inspecting the guard, the Admiral and party proceeded in chairs to Government House.

CORRESPONDENCE.

TASMANIA'S NORTH-WEST COAST.

ITS IMMENSE POSSIBILITIES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Sir,—How many people in your state are aware of the immense possibilities of this compact and fertile island? Not much inferior in size to Ireland, it contains a handful of 185,000 people, who occupy the territory rich in minerals, blessed with a lovely climate, endowed with rare charm of landscape, where snow-covered peaks find their counterpart in limpid streams that flood when the snow melts in the months of early summer, and wind amongst vernal valleys over which one tint of green merely replaces another to mark the seasonal change. What you will ask has to the cause of keeping such an Elysium in the background? What has given Tasmania, the gem island set in the southern seas, the title of the "Garden of the South"? Well, one reason is the fact that we have not been assisted by any great minerals boom such as Australia has; nor do we possess millions of acres of grassy plains to dispose of as in the case of Queensland.

The mines that will transmute Tasmania's mineral wealth into gold is the energy of the diligent prospector, the patient miner, the skilled metallurgist, and the enterprising capitalist. All these various factors or phases and energy we have, but more is wanted, especially more capital for the development of this land of minerals—gold, lead, silver, tin, copper, wolfram, bismuth, etc. Again the grassy plains of Australia finds their counterpart here in chocolate soil of unsurpassed fertility, but nature guards her treasure from the hands of the unworthy by a mantle of timber—often valuable timber—hardwood being preferred to pine for building purposes. This mantle which impedes settlement is now being removed from the agricultural paradise, par excellence of Tasmania—the potential North-West Coast.

With the area of progressive legislation, which at last is dawning on Tasmania, I trust with the pending state elections, this state, and particularly the richly endowed North-West corner of it will, like Hope personified, spring "exulting on triumphant wings." There is in short to the enterprising settler, whether he be of large, moderate or small means, a vista of comfortable and congenial existence opening out for him if he will "step this way please."

Believing as I do in the future of Australia, and in Tasmania's North-West Coast in particular, I would deem it a special favour if allowed to advance through your columns some facts for intending settlers. In the first place, let me say that the North-West Coast is situated with growing towns—Devonport, from which I write, is the commercial entrepot of the North-West, and the outlet for the increasing production from land valued at £5,000,000. Last year over half a million pounds worth of produce was exported to Sydney and other Australian ports. Devonport is a fine town of over 4,000 inhabitants, lighted with electricity, and possessing every modern convenience. Its harbour is an excellent one, and over £100,000 has been spent improving it. Vessels of over 8,000 tons register have found accommodation here, and twice a week a vessel drawing 16ft the Onah trades between Devonport and Melbourne. While every week two produce boats of similar draft ship produce from Devonport to Sydney taking large cargoes. Up to 40,000 bags of potatoes a week are shipped to Sydney from the North-West Coast ports, of which Devonport is the chief.

Now for a few figures:—We produced in 1906-7 the great quantity of 182,000 tons of potatoes, the average yield being 5½ tons per acre, about twice the Victorian average. We grew last year 1,500,000 bushels of oats, yielding on the average—that is the good with the bad—28 bushels per acre; the previous year the average was 34 bushels per acre. Our barley crop averages up to 32 bushels per acre; wheat up to 27 bushels per acre; which please compare with 7 and to bushels average on the mainland. Our apple production exceeds a million bushels yearly. Evidently all that Tasmania requires to be made wealthy is increased production, which can be ensured by the introduction of practical agriculturists of some capital and abounding energy.

Free selection holds in Tasmania, and over 100,000 acres are alienated every year. Orchard land and land suitable for potato or dairy farms can be secured in the Devonport district within easy reach of railways, roads, and the best produce market in Australia for the farmer, seller to dispose of his produce in.

While the potato producing capabilities of the North-West Coast soil have an Australian wide reputation, the Mersey valley, inland from Devonport, is becoming to be regarded as the most prolific fruit region in Tasmania, which is saying much. Until lately orcharding was confined to the south of the island, where the vast and increasing production has given Tasmania the title of the "Appleland." But the Mersey valley is now being planted out with the best results. Thousands of acres of suitable orchard land are still available in this part of Tasmania at low prices, and the Government fruit export advice is that the soil—with a good clay subsoil—and the climate and aspect are all that can be desired. The over sea fruit market is one of unlimited possibilities, and cannot be overdone. I would be pleased to give any further information to intending settlers—Yours,

R. KOURANT, Devonport, Tasmania.

FIRE AT SHANGHAI.

GODOWN COMPLETELY DESTROYED.

At about one o'clock yesterday morning, reports the *N. C. D. News* of 11th inst., a fire broke out in an unoccupied house at Footing. The flames had obtained a strong hold when the native brigade arrived, but the firemen, with the assistance of a number of River Police and native constables, quickly got to work, and before long the outbreak was subdued. The building was seriously damaged.

After the firemen had left the scene, flames were seen at about four o'clock shooting through the roof of Messrs. Mackenzie & Co.'s godown which is situated about a hundred yards from the building which had been on fire. Mr. Kenneth Campbell, the engineer in charge of the godown, made the discovery, and gave the alarm. The brigade turned out again, but their appliances were altogether inadequate, and the services of the Customs and Municipal fire floats were sought. The floats arrived at the wharf at about five o'clock within a few minutes of each other, and long lines of hose were run out. As soon as steam was up water was pumped on to the burning mass of raw cotton which was stored in the godown, at the rate of 1,500 gallons per minute. Notwithstanding this heavy volume of water, the flames continued to shoot upwards. Soon the roof fell in with a thud, and the flames rose higher, and myriads of sparks flew into the air. The firemen continued to pour water over the high walls and through the broken windows, but no appreciable diminution of the blaze was apparent. At about six o'clock the wall on the northern side fell outwards with a resounding crash, and the hiatus was filled with flames. Fortunately, no one was within the danger zone when the wall fell. Shortly afterwards the north-east corner cracked and, swaying for a few seconds, fell out with a loud crash. The warning given was noticed, for a foreigner and a native member of the fire brigade had raced to safety in the nick of time. Portions of the wall continued to fall at intervals, and late yesterday afternoon not one was intact. A section on the northern side was bulging dangerously, and as it looked as if were going to fall at any moment, men were told off to prevent any one from getting too close to it. The front wall was cracked to an alarming manner, and smoke was pouring through the crevices. The afternoon was well advanced before the flames were in part subdued, and there gave way to dense volumes of bluish smoke, which found its way into the eyes and throats of the firemen and considerably hampered them. As the day wore on the effects of the many tons of water that had been poured into the smouldering mass became more apparent, and the smoke lost much of its density, but it is not anticipated that the fire, which was still burning in the early hours of this morning, will be completely extinguished for a day or two.

As soon as it became safe to do so, a large corps of coolies was set to work to convey the wet cotton to a safe spot some fifty yards away from the godown. By this means it is hoped that the loss will be reduced, and although it is a very slow process, it is considered to be the quickest and surest way of quelling the outbreak.

How the fire originated in the unoccupied house is not known, but it is supposed that some beggars had sought refuge there from the cold, and lighted a fire, which got beyond control, and set fire to the wooden fittings. How the godown became affected is also mysterious but in this case, too, a theory is advanced. It is believed that sparks from the fire at the unoccupied house flew towards the godown, found an entrance under the eaves, and lodged among the bales of raw cotton. As is well-known cotton is a material that generally smoulders for a long period before bursting into flame, and this would account for the interval between the two outbreaks. All this, of course, is merely supposition, but the godown, which contains three storeys, is a modern structure. It has fireproof doors and barred windows which are sealed by iron shutters. The godown was originally a one-storeyed building occupied by the China Merchants' S. N. Co., but about twelve months ago it was enlarged and completely re-modelled for Messrs. Mackenzie & Co., and brought up to date. The building is of brick with an iron roof, and it is hard to see how sparks could have found their way among the contents in any other manner than that suggested. The building was insured with the London and Lancashire Fire Insurance Co., Ltd.

The godown was used chiefly for the storage of raw cotton, which after being pressed was shipped by the owners. The value of the contents is estimated at about half a million taels, and the damage done is assessed approximately at about three lacs of taels. The contents were the property of many owners, but it is believed that each lot was covered by insurance.

Fortunately, the machinery used in pressing the cotton was situated at another godown, which will reduce considerably the inconvenience caused by the fire.

The "save" must be regarded as a good one, for "B" godown which is separated from the burnt building by a twenty-five passage, remained intact, and the small godown lately used by the Vacuum Oil Co., which is situated about the midway between the burnt godown and the house in which the fire first broke out, was also unaffected.

The River Police, under the supervision of Inspector Mellows, the Footing Magistrate, the employees of the International Cotton Mill and the many residents who ably assisted the firemen, must be thanked for the assistance that they gave to the firemen in the trying circumstances.

THE OPIUM QUESTION.

Full reports of the Straits Settlement Dinner, which was held on November 16, show that the opium question was the subject of the more important speeches. Sir Frank Swettenham, G.C.M.G., who presided, said *inter alia* that there was reason to fear that the prosperity of British Malaya had been checked, as trade and revenue were shrinking, the opium farm had been abolished and a new and costly system had been introduced, which would yield less and was intended ultimately to suppress the consumption of opium. The Chairman proceeded:—

I should have preferred to omit all reference to the opium question, but that course is impossible, for the opium farms contributed half the revenue, and we, who hitherto have regarded the Colony's continued prosperity as a practical certainty, naturally ask what will take the place of the opium revenue when the consumption of the drug has been absolutely abolished.

THE POLICY OF THE GOVERNMENT.

The tacit challenge to reassure colonists given by the Chairman was accepted by Colonel Seely, who said:—

Well, then, apart from a certain anxiety as to the loss in trade itself, your distinguished Chairman touched upon a loss in revenue. I have heard a rumour that there has been a similar loss in revenue even in this country, and that we have had to take measures to make up the deficit. The loss in the revenue of our Eastern dependencies has been caused, as in every country of the world without exception, by a momentary slackening of trade. It has also, no doubt, been caused by the Opium policy to which you referred, Sir Frank. . . . There is no desire on the part of His Majesty's Government, or anyone in this country in a responsible position, to impose upon people in our Eastern dependencies a morality of their own conception which costs them nothing, which will only flatter their own consciences. That is a thing of the past. There is no such desire. We only wish to see facts as they are, and to administer countries, if we can, for the good of the inhabitants. Our closest ally is Japan. We are brought into close touch with Japan. We hear all that Japan does. Well, now, we know in the case of Japan that they regard the abuse of the opium habit as so serious that they impose the severest, we should call them savage, penalties upon any Japanese not only who uses the drug, but who is found in possession of the drug. They are a people of great capacity, probably the greatest in the East, they are a people of great self-restraint, they are a people very successful in hard arbitration of war, and one cannot suppose that all Japan's wise statesmen without exception would take this course unless there were something in the view. This was what impressed His Majesty's Government, and when he found that the statesmen of China were of the same mind and wished to check an abuse, not only His Majesty's Government, but I would beg you to observe, Sir Frank, men of all parties—Mr. Alfred Lyttelton, Mr. Balfour, the Irish party, Sir Thomas, the Labour—men of all shades of opinion said, "Well, at least we cannot lag behind; we must not check what wise men in the East believe to be a good move; all we can do is to try and direct it into wise channels." And I stand here to say that we know that in trying to check the abuse of a habit which undoubtedly has caused racial degeneration in some quarters of the globe, not only that we shall have with us, but we have got already with us all the best thought of the men on the spot who wish to see by gradual means and with the least possible disturbance the elimination of what may be a gross abuse. I put it up higher than that. I say that we cannot cure an evil all in a moment. I do not for a moment suggest that you should impose a self-denying ordinance which should induce Sir Frank Swettenham and me to retire to some lonely moor to drink water and eat vegetables, but I do say that we shall carry with us the opinion of everyone here in trying on wise lines to prevent the expansion of the abuse of a habit which may cause grave injury to the inhabitants of a country, over which the King holds sway.

Events Coming.

Wednesday, 15th December.

South China Morning Post, Ltd., Annual Meeting, in the Offices of Dr. Noble, Bank Building, Noon.

Hughes and Hough, Furniture sale, 2.30 p.m.

Friday, 17th December.

Geo. P. Lammet, Chinese Curios sale, 2.30 p.m.

Saturday, 18th December.

A. A. Sports Meeting, Kowloon Track.

Geo. P. Lammet, Chinese Curios sale, 2.30 p.m.

Hughes and Hough, Xmas Toys sale, 2.30 p.m.

Buff's Gymkhana, on the Polo Ground, 2.30 p.m.

Sunday, 19th December.

Catholic Union Bazaar, from 4 p.m. to 8 p.m.

Monday, 20th December.

Hughes and Hough High Class English Jewellery sale, 11 a.m.

Geo. P. Lammet, Fancy Goods sale, 2.30 p.m.

Wednesday 22nd December.

St Joseph's English College, distribution of prizes, by His Excellency the Governor, 4.30 p.m.

Friday, 24th December.

Boxing at City Hall.

Saturday, 25th December.

Public Holiday.

Tuesday, 28th December.

Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishments, 10 a.m.

Wednesday, 30th December.

Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishments, 10 a.m.

To-day's Advertisements.

ST. JOHN AMBULANCE ASSOCIATION.

LADIES wishing to attend classes in FIRST AID or HOME NURSING are requested to send in their names to the Hon. Secretary (Rev. F. T. Johnson), St. John's Cathedral, before WEDNESDAY, December 22nd.

Hongkong, 14th December, 1900. [839]

FROM EUROPE.

"SCANDIA."

Captain v. Dühren, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given, before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 18th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 14th December, 1900. [838]

THE PRATAS ISLAND QUESTION.

PAYMENT OF COMPENSATION.

A telegram has reached the Government from Mr. Segawa, Japanese Consul at Canton, to the effect that the amount of compensation, ¥130,000, payable by the Chinese Government to Mr. Nishikawa for his business on Pratas Island was received from the Chinese authorities on the 2nd instant.

RECOVERY OF NATIONAL RIGHTS IN CHINA.

STATEMENT BY A JAPANESE OFFICIAL.

In an interview with the Tokyo correspondent of the *Asahi*, Mr. Akatsuka, a Secretary in the Foreign Office, who has just returned from a tour of inspection in South China, remarks that objection may be taken from a political and diplomatic point of view to the agitation of the Chinese for the recovery of national rights, but the good effect of the agitation on various undertakings in the interior of China must be admitted. In the first place joint-stock companies have been fast coming into existence. In their nature the Chinese are generally inclined to distrust others.

This trait makes it very difficult to form a joint-stock company, but when the people are stirred up by the idea of recovering national rights, subscribers to the capital of such a company can be easily obtained. The formation of electric light, telephone, and waterworks companies is booming in South China at the present time. Such companies are mostly semi-Government concerns. When inviting subscriptions to the shares the promoters attract capitalist by promising that if the dividend does not exceed 6 or 7 per cent. per annum, the Government will not receive a dividend on its share. Partnership companies engaged in flour-milling, cotton-spinning and silk reeling are rapidly increasing in number. The goods turned out by these companies are invariably labelled "Encouragement of Native Industry." This indicates that the aspiration for the recovery of national rights is at work under promotion of such companies. The action of the Government in refraining from imposing all kinds of other dues except a tax of 5 per cent. on goods produced by machinery in China goes a long way towards encouraging the industries referred to. This privilege is also extended to the goods manufactured in foreign settlements in China. The Japanese might prove very successful, concludes Mr. Akatsuka, if they proceeded to China and started manufacturing business.—*Japan Chronicle*.

Intimations.

WE RECOMMEND A TRIAL

OF OUR

OWN MAKE

PORK

SAUSAGES

25 cents per lb.

THE

DAIRY FARM Co.,

LIMITED.

Hongkong, 30th November, 1900. [380]

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes

10.00 a.m. to 11.00 a.m. ... Every 15 minutes

11.30 a.m. to 12.45 p.m. ... Every 15 minutes

12.45 p.m. to 1.15 p.m. ... Every 10 minutes

1.15 p.m. to 1.45 p.m. ... Every 15 minutes

1.45 p.m. to 2.15 p.m. ... Every 10 minutes

2.15 p.m. to 3.00 p.m. ... Every 15 minutes

3.30 p.m. to 4.00 p.m. ... Every 15 minutes

5.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS.

11.45 p.m. and 1.00 a.m. ... Every 15 minutes

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes

9.30 a.m. to 9.50 a.m. ... Every 30 minutes

9.50 a.m. to 10.30 a.m. ... Every 15 minutes

10.30 a.m. to 11.00 a.m. ... Every 10 minutes

11.45 a.m. to 12.00 noon ... Every 15 minutes

12.00 noon to 1.00 p.m. ... Every 10 minutes

1.00 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 6.00 p.m. ... Every 10 minutes

6.00 p.m. to 7.00 p.m. ... Every 15 minutes

7.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDINGS, One Vaux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st April, 1900. [19]

YUEN HING,

No. 4, D'AGUIAR STREET.

FACTORY, SWATOW. KIA LAK.

MANUFACTURE WHOLESALE & RETAIL

DEALERS

in all kinds of hand-made

DRAWN and EMBROIDERY CHINESE

LINE GRASS CLOTH, PEWTER

WARE, &c.,

all of the best quality.

Hongkong, 6th August, 1900. [169]

"Worth Having"



THE BEST "SCOTCH"

Perfection

WHISKY

SOLE AGENTS—

H. PRICE & CO.,

PROPRIETORS.

D. & J. M. CALLUM, EDINBURGH.

As there are other Brands of Perfection Whisky on the market, please see that you get MCCALLUM'S PERFECTION WHISKY.

H. PRICE & CO., LD.

WINE MERCHANTS,

12, Queen's Road.

Hongkong, 11th December, 1900.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 31 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.

(Subject to alteration).

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.	"CHARTER" FRIDAY, JAN. 28TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 20TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 25TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 15TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer, as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One-Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. BRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI via NINGPO	"WOSANG"	FRIDAY, 17th Dec., 2 P.M.
MANILA	"YUENSANG"	FRIDAY, 17th Dec., 4 P.M.
SHANGHAI	"CHOYSHING"	SUNDAY, 19th Dec., 4 P.M.
OHFOO & WEIHAWEI	"CHIRSHING"	TUESDAY, 21st Dec., 4 P.M.
SINGAPORE, SAMARANG & SHANGHAI	"LUONGSANG"	TUESDAY, 21st Dec., 4 P.M.
MANILA	"KUTSANG"	FRIDAY, 24th Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	SUNDAY, 26th Dec., 8 P.M.
MOJI	"KUTSANG"	SUNDAY, 26th Dec., 8 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMANG"	THURSDAY, 6th Jan., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kaitang, Namang* and *Rocking* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Ohfoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers

Telephone No. 61.

Hongkong, 14th December, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAMARANG	"SHANTUNG"	15th Dec., Daylight.
HOIHOW & HAIHONG	"YUNMAI"	15th " 10 A.M.
SINGAPORE, SAMARANG & SOERABAYA	"YUNMAI"	15th " 2 P.M.
SHANGHAI	"CHENGAN"	16th " 4 P.M.
TSINGTAI, WEIHAWEI & CHEFOO	"LIANGCHOW"	16th " 4 P.M.
SHANGHAI	"ANHUI"	19th " Daylight.
MANILA	"TEAN"	21st " 3 P.M.
SHANGHAI	"LINAN"	23rd " 4 P.M.
SHANGHAI	"CHIHNUA"	26th " Daylight.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	10th Jan., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Cheow, Linan, Chinghai*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

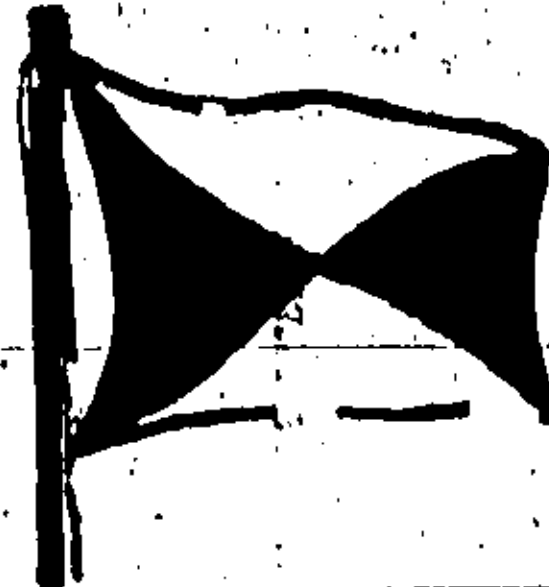
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 16.

Hongkong, 14th December, 1909.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
------------	-------	----------	-----	---------------

LAIRIO	2540	R. Rodger	MANILA	SATURDAY, 18th Dec., at Noon.
ROBI	2540	R. W. Almond.	"	FRIDAY, 24th Dec., at 5 P.M.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 14th December, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,

YOKOHAMA, HONOLULU, MANZANILLO

and SALINA CRUZ (Mexico).

S.S. MANSHU MARU 5,000 tons gross Sall 19th Dec., 1909, at Daylight.

S.S. AMERICA MARU 6,000 " 5th Feb., 1910, at Noon.

For particulars, apply to

N. YAMADA,

Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 6th November, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	FRIDAY, 17th Dec., at Noon.
Do	"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan., 1910, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
HANGHAI via SWATOW, AMOY and FOCHOW	"BUJUN MARU" Captain Y. Fuzeno	WEDNESDAY, 15th Dec., at 8 A.M.
TAMU via SWATOW & AMOY	"DAIGO MARU" Capt. H. Muroyama	SUNDAY, 19th Dec., at 10 A.M.
TAK O and ANPING via SWATOW and AMOY	"SOSHU MARU" Captain T. Sugi	WEDNESDAY, 22nd Dec., at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 13th December, 1909.

[499]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLE, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"HIRANO MARU," Capt. H. Fraser, Tons 9000 "TANGO MARU," Capt. A. Christensen, Tons 8000 "KAMO MARU," Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 22nd Dec., at Daylight. WEDNESDAY, 23rd Jan., at Daylight. WEDNESDAY, 19th Jan., at Daylight.
VICTORIA, B.C. & SEATTLE ("Isaba Maru" leaving Hongkong 8th Jan, due Kobe 13th Jan, connects)	"AWA MARU," Capt. A. Keith, Tons 6500	WEDNESDAY, 19th Jan., From YOKOHAMA.
VICTORIA, B.C. & SEATTLE ("Nikko Maru" leaving Hongkong 19th Jan, due Kobe 25th, Yokohama 27th Jan, connects)	"SANUKI MARU," Capt. K. Homma, Tons 6500	SATURDAY, 19th Jan., From KOBE.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KUMANO MARU," Capt. M. Winkler, Tons 6000 "YAWATA MARU," Capt. T. Sekino, Tons 6000	FRIDAY, 24th Dec., at Noon. FRIDAY, 21st Jan., at Noon.
NAGASAKI, KOBE and YOKOHAMA	"MISHIMA MARU," Capt. A. E. Moses, Tons 9000 "YAWATA MARU," Capt. T. Sekino, Tons 5000	THURSDAY, 16th Dec., 5 P.M. WEDNESDAY, 12nd Dec., at Noon.
KOBE and YOKOHAMA	"TAMBA MARU," Capt. C. H. Butler, Tons 6500	SATURDAY, 15th Dec., at Daylight.
MOJI, KOBE & YOKOHAMA	"AKI MARU," Capt. K. Sato, Tons 7000	WEDNESDAY, 24th Dec., A.M.
SHANGHAI, MOJI AND KOBE	"OREYON MARU," Capt. F. Pyne, Tons 6000	FRIDAY, 17th Dec., at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	"BINGO MARU," Capt. G. C. Hurry, Tons 6500	THURSDAY, 16th Dec., at Noon.

Fitted with new System of wireless telegraphy. Cargo only. Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUBUMOTO,

Manager.

Shipping—Steamer

THE "SHIRE" LINE OF STEAMERS. LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

"PEMBROKESHIRE" (into "Segur") & "CARMARTHENSHIRE"

Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about end of January and beginning of March respectively.

FARE TO LONDON £35

A Stewardess and fully qualified Doctor are carried.

N.B.—"Pembroeshire" calls at Marseilles.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 13th December, 1909.

NAVIGAZIONE GENERALE ITALIANA (Florida and Rubattino United Companies).

STEAM FOR BOMBAY via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITER-

RANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA."

Captain Belsito, will be despatched as above on THURSDAY, the 16th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 11th December, 1909.

[16]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA & SEATTLE

via MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
---------	------	---------	--------------

Aymere	4,353	J. Boyd	22nd Dec. 1909
--------	-------	---------	----------------

Sueria	6,232	S. Shotton	13th Jan. 1910
--------	-------	------------	----------------

Oceanic	4,557	F. W. Davies	10th Feb.
---------	-------	--------------	-----------

Aymere	4,353	J. Mabie	10th March
--------	-------	----------	------------

Aymere	4,353	J. Boyd	7th April
--------	-------	---------	-----------

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents

Queen's Buildings

Hongkong, 7th December, 1909.

[10]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

Captain W. Barrett, will be despatched as above on or about 16th December.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Agents.

Hongkong, 30th November, 1909.

[80]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call on route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 26th November, 1909.

[58]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. M. S. GOWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 5, Queen's Road West.

Hongkong, 6th Dec., 1909.

[10]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, TSINGTAU, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"BÜLOW"

Captain F. Prusch, will leave for the above places TO-MORROW, the 15th instant.

For further particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHERS & Co.,

General Agents.

Hongkong, 14th December, 1909.

[15]

HONGKONG—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the MALABAR COAST).

S.S. "INDRAMAYO" WEDNESDAY, 15th Dec., 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 11th December, 1909.

[769]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Belsito, will be despatched for the above Port, TO-MORROW, the 15th inst., at Noon.

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

ST CKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,207,819	Interim of £2 for account 1909 @ ex 1/91 = \$2.172	4 % \$597 London 292
National Bank of China, Limited	99,925	7	6	\$4,000 \$1,000	\$30,552	\$2 (London 3/6) for 1909	\$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000 \$1,500,000	none	\$10 for 1908	7 % \$150 sales
North China Insurance Company, Limited	10,000	15	25	Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 150,512	Interim of 7/6 for 1908	5 1/2 % Tls. 115 buyers
Union Insurance Society of Canton	12,400	\$150	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$2,464,901	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 % \$895 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$7,762	\$12 and bonus \$3 for 1907	7 % \$225 sales
FIRE INSURANCE.							
Obida Fire Insurance Company, Ltd.	70,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$375,341	\$6 and bonus \$2 for 1907	7 % \$118 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,087,111	\$17 for 1907	7 1/2 % \$375 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	\$1 for 1906	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	Nil	\$1 for year ending 30.6.1908	\$33
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$21,170	Interim of \$12 for account 1909	7 1/2 % \$31 sa. and b.
Indo-China Steam Navigation Co., Ltd. (Preferred)	50,000	25	25	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	\$1 for 1906	\$8 sellers
Do. Do. (Deferred)	50,000	25	25	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	\$1 for 1906	\$8 sellers
"Shell" Transport and Trading Company, Limited	3,000,000	21	21	\$1,000,000 \$1,000,000 \$1,000,000	\$8,817	Final of 2/- for 1908 and interim of 1/- for 1909	68/- buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	\$10 for year ending 10.4.1909	4 1/2 % \$26 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	\$5 for year ending 31.12.08	3 1/2 % \$160 sellers
Luxo Sugar Refining Company, Limited	7,000	\$1	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	\$5 for 1907	\$21 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Tls. 10 for year ending 31.8.9	Tls. 345 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	21	21	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Final of 1/6 making 3/- for 1909	7 % Tls. 19.30 sales
Raub-Australian Gold Mining Company, Limited	150,000	1	18/10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	No. 12 of 1/- = 48 cents	\$7 1/2 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	\$1.75 for year ending 31.12.06	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$6 1/2 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Interim of \$14 for account 1909	\$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Final of Tls. 24 for year ending 30.4.09	6 1/2 % Tls. 77 sellers
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 10	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Final of Tls. 6 making Tls. 10 for 1908	7 % Tls. 130 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	\$1.20 on old and 60 cents on first new issue	\$17 sellers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$75 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Interim of 3/- for account 1909	\$43 new b.
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	60 cents for 1908	\$102 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	\$14 for 1908	\$81 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Interim of Tls. 3 for account 1909	5 % \$30 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Interim of \$2 for account 1909	6 1/2 % Tls. 120 sales
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Tls. 11 for year ending 31.10.09	8 1/2 % Tls. 134 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	50 cents for year ending 31.7.08	\$62 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Tls. 7 1/2 for year ending 30.9.06	Tls. 75
Laon-keung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Tls. 4 for 1908	Tls. 105
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Tls. 50 for 1906	Tls. 440
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	15 % per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	\$1.20 for 1908	\$12
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	50 cents for year ended 28.2.06	\$6 buyers
Do. Do. special shares	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	80 cents for 1908	\$9 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	\$1.00 for year ending 31.7.09	\$161 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Interim of 35 cents for account 1909	\$7 1/2 sa. and s.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	8 cents for year ending 31.12.08	\$12
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	\$1 and bonus 30 cts. for year ending 29.2.09	\$20 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Interim of \$2 for account 1909	\$180 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Interim of \$1 for account 1909	\$22 sales
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Third of quarterly of Tls. 12 1/2 for account 1909	Tls. 780 buyers
Maat-chappi (or Mijio) Bosch-on Landbouw exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	\$133
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$1.40
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$9 1/2 buyers
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Final Tls. 5 making Tls. 8 for 1908	Tls. 117 1/2 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$23 buyers
South China Meraing Post, Limited	6,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	40 cents for year ending 31.5.09	\$2
Steam Laundry Company, Limited	20,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	60 cents for year ending 31.12.08	\$10 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	60 cents per ord. share for year ending 31.5.09	\$23 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Final of 30 cts. for 1908	\$7 1/2 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	\$3 sellers
William Powell, Limited	15,000	\$7	\$7	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	Interim of 12 1/2 % for account 1909	14/- buyers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	20 % interim for 1909	\$75 sales
Belgo-Malay Rubber Estate, Limited	20,000	\$1	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	2/6 for 1909	\$50 buyers
Castlefield Rubber Estate, Limited	30,550	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$78 sales
Damansara (Selangor) Rubber Co.	10,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$71 buyers
Golconda Malay Rubber Co.	10,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$62 buyers
Highland & Lowland Para. Rubber Co. (fully paid)	10,454	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$36
Kamuning (Perak) Rubber Co. & Co.	90,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
do. do. A Shares	105,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
do. do. B Shares	105,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
Kuala Lumpur Rubber Co., Limited	180,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
Linggi Plantations, Limited (ordinary)	900,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
do. do. (7% pref.)	10,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
Ragala Rubber Company, Limited (ordinary)	22,500	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
do. do. (5% pref.)	2,500	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
Ledbury Rubber Estates, Limited	6,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
do. do. (contributory)	40,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
Sagga Rubber Company, Limited	20,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
Sandycroft Rubber Company	1,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
Sekong Rubber Company, Limited	80,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
Shelford Rubber Estate Limited	65,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
Singapore & Johore Rubber Company, Limited	2,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
Sungei Chok Rubber Estate Company, Limited	45,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10
Sungei Kapar Rubber Company	110,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,085	None	\$10

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 5, Lee Street, in the City of Victoria, Hongkong.

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

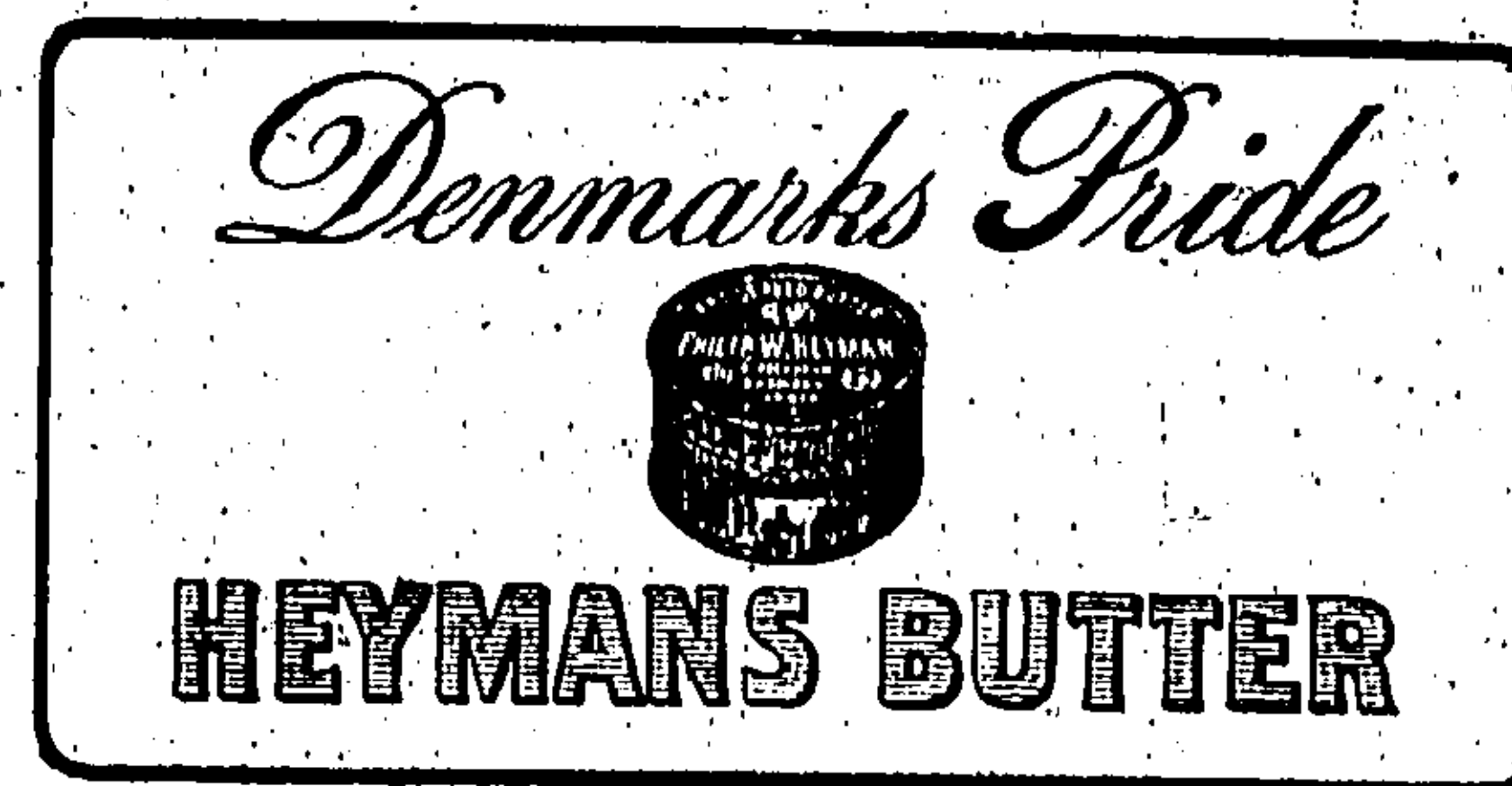
SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

858

NIKKO & CO.,

No. 11, D'Aguilar Street and No. 5, Arsenal Street.

JAPANESE FINE ART CURIOS.

A SPLENDID OPPORTUNITY! BARGAIN! BARGAIN!!

12 DAYS ONLY.

FROM DEC. 11TH TO DEC. 24TH.

NEW GOODS SUITABLE FOR CHRISTMAS PRESENTS.

Hongkong, 13th December, 1909.

[433]

REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1909.